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EMPLOYMENT EXPERIENCES OF GRADUATES IN AUTOMOTIVE MECHANICS, MERGENTHALER AND CARVER HIGH SCHOOLS, BALTIMORE. YOUTH EMPLOYMENT PROJECT, REPORT 2.

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THE EMPLOYMENT AND EARNINGS OF 147 GRADUATES WHO PURSUED A COURSE IN AUTO MECHANICS ARE EXAMINED IN THIS REPORT WHICH COVERS A 5-YEAR PERIOD FROM THE SENIOR YEAR IN HIGH SCHOOL TO FOUR YEARS AFTER GRADUATION. EMPLOYMENT AND EARNING DATA WERE BASED ON SOCIAL SECURITY TAX RETURNS FILED BY EMPLOYERS. CARVER HIGH SCHOOL, WITH 100 PERCENT NEGRO ENROLLMENT, AND MERGENTHALER HIGH SCHOOL, WITH 98 PERCENT WHITE ENROLLMENT, WERE CHOSEN FOR A FOLLOWUP STUDY OF EMPLOYMENT EXPERIENCES OF NEGROES AND WHITES WITH THE SAME LEVEL OF SCHOOLING, FAMILY EDUCATIONAL BACKGROUNDS, AGE, TRAINING AND TIME OF ENTRY INTO THE LABOR MARKET IN THE SAME GEOGRAPHICAL AREA. PREGRADUATION EARNINGS FOR BOTH GROUPS WERE ALMOST THE SAME. MERGENTHALER GRADUATES, ON THE AVERAGE, STARTED OUT AFTER GRADUATION AT ABOUT $35-$40 PER WEEK AND EACH YEAR INCREASED THEIR EARNINGS BY APPROXIMATELY $12 PER WEEK. CARVER GRADUATES STARTED AT ABOUT $15-$20 PER WEEK AND EACH YEAR INCREASED THEIR EARNINGS BY APPROXIMATELY $6 PER WEEK. SCHOOLS HAVE BEEN UNDER PRESSURE TO INCREASE RACIAL INTEGRATION, BUT INCREASED SCHOOL INTEGRATION MAY HAVE NO EFFECT ON THE OPPORTUNITIES OF NEGRO YOUTH UNLESS ACCOMPANIED BY SIMILAR CHANGES AND PRACTICES IN THE INDUSTRIAL COMMUNITY. (PA)

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THE JOHNS HOPKINS UNIVERSITY

Department of Social Relations

- REPORT 2 -
YOUTH EMPLOYMENT PROJECT

EMPLOYMENT EXPERIENCES OF GRADUATES IN AUTOMOTIVE MECHANICS

* * *

MERGENTHALER AND CARVER HIGH SCHOOLS
BALTIMORE

by
Bernard Levenson and Mary S. McDill

AUGUST, 1964

Baltimore, Maryland 21218

EMPLOYMENT EXPERIENCES

OF

GRADUATES IN AUTOMOTIVE MECHANICS

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MERGENTHALER AND CARVER HIGH SCHOOLS

BALTIMORE

U.S. DEPARTMENT OF HEALTH, EDUCATION & WELFARE
OFFICE OF EDUCATION

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Report 2 (Rev.)

Youth Employment Project
Department of Social Relations
Johns Hopkins University

August 1964

YOUTH EMPLOYMENT PROJECT

DEPARTMENT OF SOCIAL RELATIONS

JOHNS HOPKINS UNIVERSITY

ANALYSIS

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FOREWORD

The employment and earnings data in this research are based on work-history records of the Social Security Administration. These data were obtained on a statistical basis only and do not involve disclosure of the identity of individuals. In making these data available, the Social Security Administration assumes no responsibility for the analysis and interpretation of the results.

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1. BACKGROUND OF STUDY

This report, the second in a study of the employment experiences of white and Negro high school graduates in Baltimore, was made possible by a grant from the Board of Estimates of the City of Baltimore on behalf of the Equal Opportunity Commission. The continuation of research in this area is assured a a result of a grant by the Social Security Administration.

The first report to the Equal Opportunity Commission examined the experiences during the first year on the labor market of more than one thousand vocational high school graduates.[1] This report examines the employment and earnings of graduates who pursued a course in automotive mechanics.[2] Their work-history records cover a period of about five years: from senior year in high school to four years after graduation.

Before going into details about auto mechanics, it is necessary to briefly describe these follow-up data. Employment and earnings data, based on Social Security tax returns which employers are required by law to file, were obtained for nine graduating classes of Mergenthaler and Carver Vocational-Technical High Schools in Baltimore.

The selection of vocational schools was motivated by the fact that they represent terminal educational institutions since few graduates go on to college. Carver and Mergenthaler High Schools were chosen to allow a follow-up study of employment experiences of Negroes and whites with the same level of schooling, of the same age, with the same training, and

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1. The Employment Situation of White and Negro Youth in the City of Baltimore (Initial Experiences on the Labor Market), April, 1963.

2. For a discussion of training of automotive mechanics and availability of jobs, see Getting Hired, Getting Trained, pp. 100-125, National Committee on Employment of Youth, New York City, 1964.

with the same time of entry into the labor market in the same geographical area. The two schools are extremely homogeneous; less than 2 percent of the students at Mergenthaler are nonwhite, and none of the Carver students is white. Presumably, both high schools offer comparable facilities and recruit teachers according to the same standards.

While the substantive aim of the original study was to compare differences in Negro and white earnings and employment, the technique of using Social Security records is applicable to following-up any vocational students. However, since there is such a large variation in employment and earnings, it is doubtful that any reliable follow-up study could be made without incorporating racial background.

2. DESCRIPTION OF SAMPLE

The first report, mentioned earlier, included graduates of courses taught at both Mergenthaler and Carver High Schools during 1956 through 1960. Listed in the catalogues there were nine common trades for males:

1. Automotive Mechanics
2. Carpentry
3. Commercial Art
4. Electrical Construction and Maintenance
5. Food Preparation and Service
6. Machine Shop, Tool, and Die-Making
7. Radio, Television, and Electronics
8. Trowel Trades
9. Welding

For females, there were three common trades:

10. Business Education
11. Cosmetology
12. Dressmaking

There were 1,044 graduates from these twelve common trades for whom records were secured. They are classified as follows:

Sex	High School		Total
	Carver	Mergenthaler	
Male	210	283	(493)
Female	244	307	(551)
Total	(454)	(590)	(1,044)

The sample in this report, however, includes only those who pursued a course in auto mechanics at either Mergenthaler High School or Carver High School and were in one of the nine graduating classes from June 1956 to June 1960. The distribution of the sample for the two schools is as follows:

High School	Sample	Total Number Pursuing Auto Mechanics Course
Carver	54	93
Mergenthaler	93	151
Total	(147)	(244)

Of all the trades at Mergenthaler and Carver, auto mechanics had the largest group of male graduates. For the period June 1956 - June 1960, about 30 percent of the graduates in the nine common trades were in auto mechanics. Thus the results reported here characterize an appreciable proportion of the male graduates at these two high schools.

For seven of the nine graduating classes at Mergenthaler, and for seven of the nine classes at Carver, 50 percent or more of the graduates in auto mechanics were included in the sample.[1]

The backgrounds of the 244 graduates in automotive mechanics were compared by examining the characteristics of the census tract in which each graduate lived and averaging for both groups.[2]

	Median Family Income	Median Years of School	Male Unemployment Rate
Carver	$4,296	8.4	9.3
Mergenthaler	6,071	9.2	5.5
City of Baltimore	5,659	8.9	6.7

1. For a detailed breakdown of the sample, see Appendix, page A.1.

2. Based on 1960 census data. The median years of school completed is for the population 25 years old and over; the unemployment rates are for males 14 years old and over. Income, Education, and Unemployment in Neighborhoods, U.S. Department of Labor, Bureau of Labor Statistics, January, 1963.

Carver students came from environments with substantial differences in income and unemployment rate from those of Mergenthaler students, but there is not a large difference in the educational backgrounds of the families - only 0.8 of a year - not enough to warrant the inference that the Negro graduates came from more culturally deprived backgrounds.

3. HOW EMPLOYMENT IS DETERMINED

As stated earlier, Social Security work-history records are the source of employment data.[1] In this report, employment is measured by whether the individual earned $50 or more during a calendar quarter.[2] For example, in the fourth quarter of 1960 (Table 2), 92 percent of the graduate automotive mechanics were employed. This means that in the three-month period from October 1 to December 31, none of the other 8 percent earned as much as $50; clearly, they were not employed.

By way of background, it should be noted that about nine out of ten workers are covered by Social Security. The principal kinds of work not covered are self-employment as a doctor of medicine and employment in a federal job covered by a federal retirement system. Service men and women performing any active duty or training after December 31, 1956, have been covered by Social Security. For vocational students, Social Security records provide nearly complete enumeration of employment. Since most of them are unlikely to have any significant income from other sources, the earnings reported to Social Security are very close to their income before taxes.

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1. The authors would like to acknowledge their special indebtedness to Mr. Robert N. Heller, Chief, Statistics Branch, Division of Research and Statistics, Social Security Administration. Mr. Heller was particularly helpful in pointing out the effects of the technical provisions of the social security law upon the interpretation of the data. The final conclusions reached are, of course, the authors'.

2. This definition relates to Social Security quarters of coverage. Almost all workers must earn $50 or more in wages to be credited with a quarter of coverage. Quarters of coverage for each worker are routinely maintained by the Social Security Administration.

There is one further consideration which should be mentioned: the contrast of the definition of employment used in this report with that used by the Bureau of Labor Statistics. For workers to be classified as unemployed by the Bureau of Labor Statistics, the individuals must be able, willing to work, and actively seeking work.

Social Security work-histories show whether individuals are working, but if they are not, there is no way of knowing from the records how actively they are searching for work. It would be interesting to carry out an independent comparison of Social Security and Bureau of Labor Statistics rates for a particular sample of workers, for example, the graduates in this study. Pending such a study, the reader may distinguish the rates based on Social Security work-history records from those of the Bureau of Labor Statistics by the term "non-employment," instead of the conventional term "unemployment." That this qualification seriously impairs the value of those data for following up the careers of vocational students is very doubtful, especially in view of the lamentable lack of data concerning the outcomes of vocational education.[1]

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1. Concerning the lack of data, see, for example, Education for a Changing World of Work (Report of the Panel of Consultants on Vocational Education, appointed by President Kennedy), U.S. Department of Health, Education, and Welfare, Office of Education, 1963. Concerning the principal issues in measuring unemployment, see Measuring Employment and Unemployment (President's Committee to Appraise Employment and Unemployment Statistics), U.S. Government Printing Office, Washington 25, D.C., 1962.

4. PRE-GRADUATION EMPLOYMENT AND EARNINGS

A considerable proportion of students pursuing a course in automotive mechanics are employed while attending high school.[1] For each of the eight calendar quarters preceding graduation, employment rates for Mergenthaler and Carver graduates are shown in Table 1. As far back as the eighth quarter before graduation, almost one-third of the students are engaged in some form of paid employment. Thereafter, the employment rates increase about one percent per month; three months before receiving their high school diplomas, almost two-thirds of the students are engaged in some employment.

From quarter-to-quarter, there are small differences in the employment rates between the two schools, but no consistent pattern of difference is evident.

With respect to the relationship of pre-graduation and post-graduation employment, several observations can be made:

1. As far as this sample of auto mechanics is concerned, employment more than six months before graduation does not appear to be related to post-graduation success ("success" is the ability to secure employment immediately after graduation).[2] It may be that working while attending school makes it financially possible for many students to complete high school.

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1. The data in this report do not permit us to distinguish between employment secured through school placement services and that secured by independent efforts of the students, nor to determine whether their pre-graduation or post-graduation employment is related to automotive mechanics.

2. See Tables A.3, A.4, A.5.

TABLE 1

EMPLOYMENT RATES OF AUTOMOTIVE MECHANICS
BY EIGHT QUARTERS BEFORE GRADUATION
(CARVER AND MERGENTHALER HIGH SCHOOLS)

CALENDAR QUARTERS BEFORE GRADUATION	EMPLOYMENT RATES		DIFFERENCE IN EMPLOYMENT RATE
	Mergenthaler	Carver	
8	.29	.30	-.01
7	.32	.28	+.04
6	.37	.39	-.02
5	.39	.37	+.02
4	.44	.48	-.04
3	.42	.50	-.08
2	.47	.44	+.03
1	.68	.54	+.14
	(N = 93)	(N = 54)	

2. Pre-graduation employment that occurs within the six months prior to graduation increases chances for employment after graduation.

3. Although working either in the calendar quarter preceding graduation or in the second quarter preceding graduation is related to employment after graduation, working in both quarters before graduation seems to slightly lower the probability of employment after graduation.

In general, these relationships appear to hold with the other trades studied. Also, in most trades, the quarter immediately preceding graduation is far more important with respect to post-graduation employment than the next-to-last quarter before graduation. With auto mechanics, however, the relationship is not statistically conclusive; a larger sample might clarify this situation.

Employment six months or more before graduation may not contribute to future success because the jobs students are apt to get at that time are not related to auto mechanics. At such an early stage in their training, the jobs may be purely physical work, such as doing errands or sweeping up. The work may be of such a nature that it is abandoned upon graduation because it has no learning potential.

As far as employment six months before graduation increasing the chance of employment after graduation, it might be that these students get jobs because of having more experience than those that did not work. However, those who worked two quarters rather than only one quarter do not increase their chance of being employed. This seems to indicate that the experience is not all that important. What it suggests is that pre-graduation employment provides students with the initial step in job seeking: a place to apply. Either the firm for which they work keeps them or recommends them elsewhere.

There needs to be additional information about which students work before graduation, through their own efforts or through school auspices. Judging by the fact that one-third of the automotive mechanics did not work immediately before graduation, there appears to be no surplus of work-study jobs. No doubt those in school placement exercise some

selectivity in recommendations. Are the best students recommended, on the premise that satisfied employers will be receptive to employing other students in the future, or are the best students guided into more academic work or courses preparatory to advanced training? Are jobs given to the average students who are most likely to remain in the trade, with the poorer students given work only if there is a surplus of jobs? This is an area which needs further exploration. It is hoped that the continuing study will answer some of these questions.

With respect to pre-graduation earnings, there is very little difference in Mergenthaler and Carver students. The following shows the average annual earnings of auto mechanics before graduation:

12 Months' Period	School			
	Carver	(N)	Mergenthaler	(N)
1½ to 2½ Years Before Graduation	$215	(41)	$248	(74)
½ to 1½ Years Before Graduation	430	(41)	460	(74)

Both earn about $4 a week in the period 1½ to 2½ years before graduation, i.e., at age 16. Earnings increase to $8-$10 a week in the year before graduation. As will be seen in Section 6, however, this small differential in pre-graduation earnings is not true with respect to post-graduation earnings.

5. POST-GRADUATION EMPLOYMENT

This section will cover the post-graduation employment; the next section will deal with earnings from the year of graduation through the year 1961. Anticipating the results, we will see that there is a differential in employment rates between Mergenthaler and Carver graduates. Under ordinary business conditions the difference does not appear to be great: where it seems to be the greatest is around graduation time and when business conditions are on the decline. As we will see in the next section, the differential in earnings is an entirely different story.

Table 2 shows the employment rates for the graduates when the schools are combined for the five-year period, 1957 through 1961.[1] The average rate for this period was 91 percent. The rates for the first four years, 1957-1960, remained stable at about 93 percent. However, in the fifth year, 1961, the employment rates dropped sharply. In the first quarter of 1961, the rate was 91 percent; by the third quarter it was 80 percent. The fourth quarter of 1961 shows a rate of 73 percent, but this rate should be viewed with caution. It is the latest period which our data cover, and it is possibly underestimated because of the normal lag in processing and because of delinquent filing of returns. Future study would show whether those unemployed succeeded in getting jobs or whether new cohorts after 1960 had any major difficulty in finding jobs.

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1. The first class was graduated in June 1956; the last class included in the study was graduated in June 1960.

TABLE 2

QUARTERLY EMPLOYMENT RATES OF GRADUATES
WHO PURSUED A COURSE IN AUTOMOTIVE MECHANICS
(CARVER AND MERGENTHALER HIGH SCHOOL GRADUATES COMBINED)

YEAR	CALENDAR QUARTER	EMPLOYMENT RATE	(BASE)
1	First	.92	(25)
9	Second	1.00	(25)
5	Third	.96	(51)
7	Fourth	.94	(51)
1	First	.91	(54)
9	Second	.94	(54)
5	Third	.90	(72)
8	Fourth	.92	(72)
1	First	.93	(82)
9	Second	.94	(82)
5	Third	.92	(117)
9	Fourth	.93	(117)
1	First	.87	(127)
9	Second	.93	(127)
6	Third	.95	(147)
0	Fourth	.92	(147)
1	First	.91	(147)
9	Second	.89	(147)
6	Third	.80	(147)
1	Fourth	73[a]	(147)
	AVERAGE:	.91	

[a]See paragraph 2, page 12.

Table 3 shows separately the employment rates for Mergenthaler and for Carver. Mergenthaler averaged 92 percent for the five-year period compared to 90 percent for Carver. The level of employment followed a parallel course for both groups.

TABLE 3

EMPLOYMENT OF GRADUATES WHO PURSUED A COURSE IN AUTOMOTIVE MECHANICS

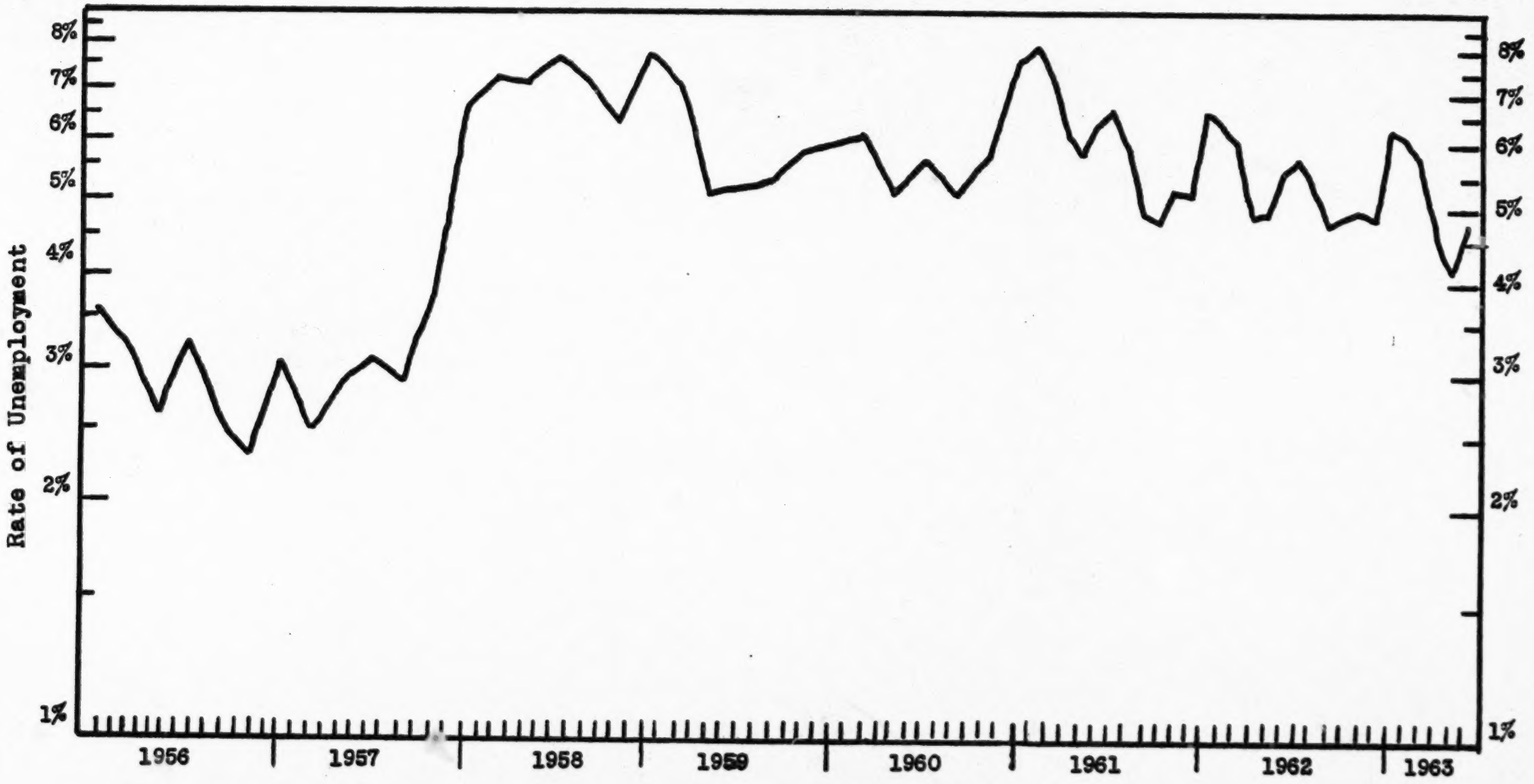
YEAR	CALENDAR QUARTER	EMPLOYMENT RATE MERGENTHALER	(BASE)	CARVER	(BASE)
1	First	.94	(16)	.89	(9)
9	Second	1.00	(16)	1.00	(9)
5	Third	.97	(30)	.95	(21)
7	Fourth	.97	(30)	.90	(21)
1	First	.93	(30)	.88	(24)
9	Second	.97	(30)	.92	(24)
5	Third	.90	(40)	.91	(32)
8	Fourth	.93	(40)	.91	(32)
1	First	.92	(50)	.94	(32)
9	Second	.96	(50)	.91	(32)
5	Third	.94	(70)	.89	(47)
9	Fourth	.94	(70)	.91	(47)
1	First	.93	(73)	.80	(54)
9	Second	.96	(73)	.89	(54)
6	Third	.94	(93)	.96	(54)
0	Fourth	.90	(93)	.94	(54)
1	First	.90	(93)	.93	(54)
9	Second	.90	(93)	.87	(54)
6	Third	.83	(93)	.76	(54)
1	Fourth	[.73] [a]	(93)	[.74] [a]	(54)
	AVERAGE:	.92		.90	

[a] See paragraph 2, page 12.

Some light is shed on the situation by looking at the employment rates for Baltimore metropolitan area.[1] Figure 1 shows the rates from

1. Figures for each month are tabled in the Appendix (Table A.7). The unemployment rates were furnished by the Bureau of Employment Security, U.S. Department of Labor.

UNEMPLOYMENT RATES FOR THE BALTIMORE METROPOLITAN AREA
FOR THE PERIOD JANUARY 1956 TO JUNE 1963[a,b]



[a]These figures were furnished by the Bureau of Employment Security, U.S. Department of Labor.

[b]Prior to January 1961, these rates were compiled on a bi-monthly basis and after that on a monthly basis.

Figure 1

January 1956 through June 1963. The recession in 1958 was much worse than the one in 1961, with an average unemployment rate in Baltimore of 6.7 percent compared with 6.2 percent in 1961. Looking at the auto mechanics' figures, they do not appear to have been affected at all by the 1958 recession.

Nationally, there was a 6.7 percent unemployment rate for the year 1961. The recession hit Baltimore mainly in the early part of the year, with 7.8 percent in January, 8.2 percent in February, and 7.4 percent in March. Thereafter, unemployment subsided, and by December it was 5.2 percent. The impact on the auto mechanics came after Baltimore had experienced its worst point, mainly in the latter part of the year. No explanation is at hand why the 1961 recession had so much impact on the auto mechanics.

One of the disquieting characteristics in the unemployment picture in the last decade has been a steady increase in the duration of unemployment. The 1961 recession was characterized by long-term unemployment among Carver and Mergenthaler auto mechanics. Of those who were unemployed in the fourth quarter of that year, 34 percent had been out of work 3-6 months; 42 percent had been unemployed 6-9 months;[1] and 24 percent had been unemployed for 9 months or more. Of special interest is the impact of long-term unemployment on the subsequent careers of those involved, that is whether or not they will be able to recover. Updated records would enable a more careful study of this impact.

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1. Two-thirds were unemployed for more than six months. By standard definition, this is "very long-term unemployment." By way of comparison, nationally less than 20 percent are unemployed for six months. (See Manpower Report of the President, U.S. Department of Labor, Washington, D.C., March, 1963, p. 146.

Since 1961 the unemployment rate in Baltimore has followed a downward trend; in particular, the automobile industry has been fairly prosperous. In 1962 the rate was 5.5 percent, the lowest in previous five years. One would expect the rate for the auto mechanic graduates to climb back to 90+ in 1962, but whether the rate rose, remained the same, or declined still further must await a study of updated records.

6. POST-GRADUATION EARNINGS

As expected, the absolute earnings of the auto mechanics increase regularly in the first five years after graduation (Table 4; Figure 2).

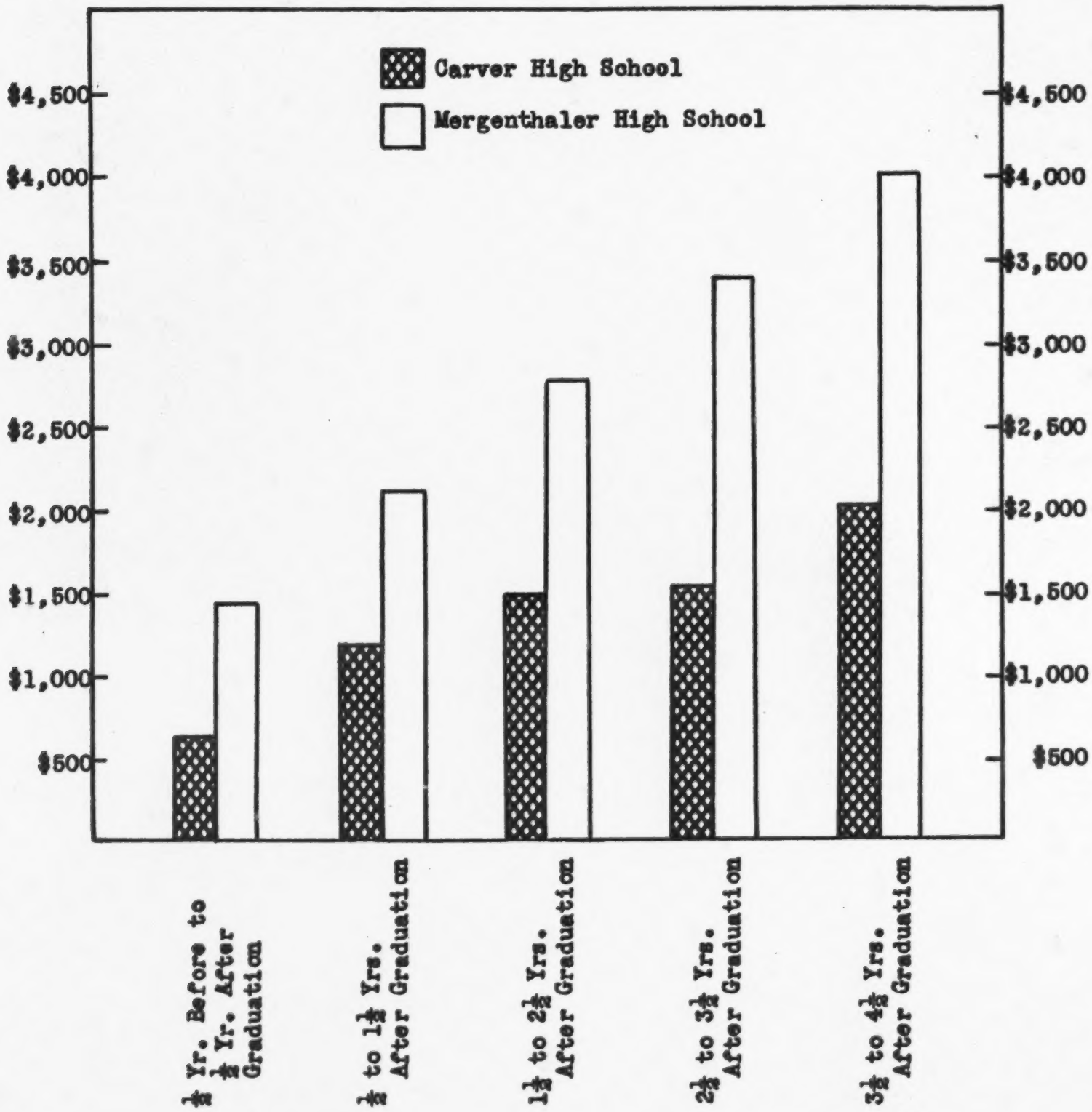
TABLE 4

MEDIAN EARNINGS OF AUTOMOTIVE MECHANICS
BY TIME ON LABOR MARKET
(June Graduates)

12 MONTHS' PERIOD	SCHOOL CARVER	(BASE)	MERGENTHALER	(BASE)
½ Year Before to ½ Year After Graduation. . . .	$646	(41)	$1,431	(74)
½ to 1½ Years After Graduation. . . .	1,155	(41)	2,109	(74)
1½ to 2½ Years After Graduation. . . .	1,478	(41)	2,787	(54)
2½ to 3½ Years After Graduation. . . .	1,531	(26)	3,386	(34)
3½ to 4½ Years After Graduation. . . .	2,011	(18)	4,001	(24)

Translating the figures in Table 4 into weekly earnings, Mergenthaler auto mechanics, on the average, start out after graduation at about $35-$40 per week and each year increase their earnings by approximately $12 per week. Carver graduates start at about $15-$20 per week and increase each year on the labor market approximately $6 per week. Or to describe the situation in a different way, Carver graduates after 4½ years earn what Mergenthaler graduates earn after a few months on the labor market.[1]

1. Because data are annual earnings and most auto mechanics graduate in June, starting salaries are estimated.



MEDIAN EARNINGS OF GRADUATES OF AUTOMOTIVE MECHANICS PROGRAM
(June Graduates)

Figure 2

Does the differential in earnings narrow with experience on the labor market? This depends on how one measures the inequality. If one measures it by comparing the absolute difference in median earnings for the successive years, manifestly the inequality becomes greater each year, at least for the five years covered by the data. The five successive differences are as follows:

12 Months' Period	Difference in Median Earnings
½ Year Before to ½ Year After Graduation.	$785
½ to 1½ Years After Graduation.	954
1½ to 2½ Years After Graduation	1,309
2½ to 3½ Years After Graduation	1,855
3½ to 4½ Years After Graduation	1,990

The usual measure of inequality is the ratio of nonwhite to white earnings. In this case, the pattern appears to be constant, the ratios of median earnings being as follows:[1]

12 Months' Period	Nonwhite as a Percent of White
½ Year Before to ½ Year After Graduation	45%
½ to 1½ Years After Graduation	55%
1½ to 2½ Years After Graduation	53%
2½ to 3½ Years After Graduation	45%
3½ to 4½ Years After Graduation	50%

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1. When the medians are weighted by the employment in each group, the results are only slightly affected.

Two comparisons are at hand:

(1) For all workers in the State of Maryland in 1959, the ratio of nonwhite to white earnings is 57 percent.[1] During none of the five years reported here, did the ratio of nonwhite to white auto mechanics' earnings reach 57 percent.

(2) For auto mechanics, the earnings ratio is 60 percent. The ratio for the North and West is 80 percent.[2]

These ratios are based on lifetime earnings for Negroes and whites of all ages where Negroes, on the average, have two and a half to three years less schooling. The subjects of this study, of course, have the same level of schooling, and one would have expected the ratio of earnings to exceed 60 percent.

In sum, the results of this analysis are hardly indicative of any substantial progress. Schools have been under pressure to increase racial integration. But increased school integration might have no effect on the opportunities of Negro youth unless accompanied by similar changes and practices in the industrial community.

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1. U.S. Census of Population: 1960, Detailed Characteristics, Table 133.

2. Miller, Herman P., Rich Man, Poor Man (The Distribution of Income in America), Thomas Y. Crowell Company, 1964, pp. 182-83.

APPENDIX

TABLE A.1

DISTRIBUTION OF AUTOMOTIVE MECHANIC SAMPLE,
BY SCHOOL AND GRADUATING CLASS*

GRADUATING CLASS	SCHOOL				TOTAL	
	Mergenthaler		Carver			
	Sample	Universe	Sample	Universe	Sample	Universe
June 1956	10	16	6	11	(16)	(27)
Jan. 1957	6	11	3	6	(9)	(17)
June 1957	14	22	12	17	(26)	(39)
Jan. 1958	-	4	3	6	(3)	(10)
June 1958	10	16	8	15	(18)	(31)
Jan. 1959	10	16	-	2	(10)	(18)
June 1959	20	27	15	20	(35)	(47)
Jan. 1960	3	7	7	11	(10)	(18)
June 1960	20	32	-	5	(20)	(37)
TOTAL	93	151	54	93	(147)	(244)

*Five additional cases were dropped from the sample. See page A.2.

TABLE A.2

DISTRIBUTION OF CASES
DROPPED FROM SAMPLE

GRADUATING CLASS	NO SOCIAL SECURITY ACCOUNT NUMBER		NO RECORD OF EARNINGS		NOT IDENTIFIED		TOTAL
	Mergenthaler	Carver	Mergenthaler	Carver	Mergenthaler	Carver	
June 1956	-	-	-	1	-	-	(1)
Jan. 1957	-	-	-	-	-	-	(-)
June 1957	-	-	-	-	-	-	(-)
Jan. 1958	-	-	-	-	-	-	(-)
June 1958	-	2	-	-	1	-	(3)
Jan. 1959	-	-	-	-	-	-	(-)
June 1959	-	-	-	-	-	-	(-)
Jan. 1960	1	-	-	-	-	-	(1)
June 1960	-	-	-	-	-	-	(-)
TOTAL	1	2	-	1	1	-	(5)

TABLE A.3

PERCENT OF AUTOMOTIVE MECHANICS EMPLOYED
ONE CALENDAR QUARTER AFTER GRADUATION,
BY EMPLOYMENT IN THE QUARTER
BEFORE GRADUATION

(Mergenthaler and Carver Graduates Combined)

ONE QUARTER BEFORE GRADUATION	PERCENT EMPLOYED ONE QUARTER AFTER GRADUATION	(BASE)
Employed	93%	(92)
Not Employed	64%	(55)

TABLE A.4

PERCENT OF AUTOMOTIVE MECHANICS EMPLOYED
ONE CALENDAR QUARTER AFTER GRADUATION,
BY EMPLOYMENT IN THE SECOND QUARTER
BEFORE GRADUATION

(Mergenthaler and Carver Graduates Combined)

TWO QUARTERS BEFORE GRADUATION	PERCENT EMPLOYED ONE QUARTER AFTER GRADUATION	(BASE)
Employed	91%	(68)
Not Employed	75%	(79)

TABLE A.5

PERCENT OF AUTOMOTIVE MECHANICS EMPLOYED
ONE CALENDAR QUARTER AFTER GRADUATION,
BY EMPLOYMENT IN THE TWO QUARTERS
BEFORE GRADUATION

(Mergenthaler and Carver Graduates Combined)

TWO QUARTERS BEFORE GRADUATION	ONE QUARTER BEFORE GRADUATION	PERCENT EMPLOYED ONE QUARTER AFTER GRADUATION	(BASE)
Employed	Employed	92%	(61)
Employed	Not Employed	97%	(7)
Not Employed	Employed	97%	(31)
Not Employed	Not Employed	60%	(48)

TABLE A.6

PERIOD WHEN FIRST EMPLOYED AFTER GRADUATION, BY SCHOOL

FIRST QUARTER EMPLOYED AFTER GRADUATION	SCHOOL	
	MERGENTHALER	CARVER
1st Quarter After Graduation	87%	74%
2nd Quarter After Graduation	7%	18%
3rd Quarter After Graduation	3%	4%
4th Quarter After Graduation	1%	4%
. . . . .		
7th Quarter After Graduation	1%	-
Records Show No Employment	1%	-

TABLE A.7

UNEMPLOYMENT RATES FOR BALTIMORE METROPOLITAN AREA[1]
1956 - 1963

Period	Total Unemployment	Rate of Unemployment
1956		
Jan.	24,000	3.6%
March	21,400	3.2
May	17,400	2.6
July	23,000	3.3
Sept.	18,000	2.6
Nov.	16,000	2.3
1957		
Jan.	21,100	3.1%
March	17,600	2.5
May	20,000	2.9
July	21,900	3.1
Sept.	20,100	2.9
Nov.	25,900	3.7
1958		
Jan.	45,400	6.6%
March	50,400	7.3
May	50,500	7.2
July	54,800	7.8
Sept.	51,100	7.2
Nov.	45,500	6.4
1959		
Jan.	57,400	7.9%
March	52,200	7.2
May	37,900	5.2
July	39,000	5.3
Sept.	39,500	5.4
Nov.	43,400	5.9
1960		
Jan.	43,000	6.0%
March	45,000	6.2
May	37,800	5.2
July	42,400	5.8
Sept.	38,500	5.2
Nov.	43,000	5.8
1961		
Jan.	56,700	7.8%
Feb.	60,100	8.2
March	54,100	7.4
April	45,900	6.3
May	43,400	5.9
June	48,300	6.4
July	49,900	6.7
August	44,100	6.0
Sept.	36,500	4.9
Oct.	35,200	4.8
Nov.	39,400	5.3
Dec.	38,900	5.2
1962		
Jan.	48,400	6.7%
Feb.	47,300	6.5
March	44,200	6.1
April	36,200	4.9
May	35,900	4.9
June	41,700	5.6
July	42,900	5.8
August	40,400	5.4
Sept.	35,800	4.8
Oct.	36,300	4.9
Nov.	37,000	5.0
Dec.	37,200	4.9
1963		
Jan.	46,600	6.4%
Feb.	44,700	6.2
March	42,500	5.8
April	33,700	4.6
May	30,300	4.1
June	35,700	4.8

1. The unemployment rates were furnished by the Bureau of Employment Security, U.S. Department of Labor.

TABLE A.8

FREQUENCY DISTRIBUTION OF EARNINGS OF AUTOMOTIVE MECHANICS
GRADUATED IN JUNE 1956 - 1960

½ to 1½ Years After Graduation				1½ to 2½ Years After Graduation				2½ to 3½ Years After Graduation			
Earnings	Mergen-thaler	Carver	Total	Earnings	Mergen-thaler	Carver	Total	Earnings	Mergen-thaler	Carver	Total
$0-499	4	1	5	$0-499	1	1	2	$0-499	3	3	6
500-999	10	10	20	500-999	2	7	9	500-999	2	2	4
1000-1499	16	15	31	1000-1499	10	13	23	1000-1499	3	8	11
1500-1999	6	5	11	1500-1999	5	4	9	1500-1999	3	4	7
2000-2499	8	3	11	2000-2499	3	5	8	2000-2499	4	1	5
2500-2999	8	1	9	2500-2999	9	6	15	2500-2999	1	4	5
3000-3499	5	2	7	3000-3499	5	3	8	3000-3499	2	1	3
3500-3999	5	2	7	3500-3999	5	3	8	3500-3999	4	1	5
4000-4499	8	2	10	4000-4499	4	0	4	4000-4499	7	1	8
4500+	4	0	4	4500+	8	1	9	4500+	5	1	6
TOTALS	74	41	(115)		54	41	(95)		34	26	(60)

TABLE A.9

FREQUENCY DISTRIBUTION OF EARNINGS OF AUTOMOTIVE MECHANICS
GRADUATED IN JANUARY 1957 - 1960

0 to 1 Year After Graduation				1 to 2 Years After Graduation				2 to 3 Years After Graduation			
Earnings	Mergen-thaler	Carver	Total	Earnings	Mergen-thaler	Carver	Total	Earnings	Mergen-thaler	Carver	Total
$0-499	0	1	1	$0-499	0	1	1	$0-499	0	0	0
500-999	2	4	6	500-999	0	4	4	500-999	3	0	3
1000-1499	2	4	6	1000-1499	5	2	7	1000-1499	1	0	1
1500-1999	1	0	1	1500-1999	2	1	3	1500-1999	0	1	1
2000-2499	4	1	5	2000-2499	2	2	4	2000-2499	0	2	2
2500-2999	9	1	10	2500-2999	3	0	3	2500-2999	2	0	2
3000-3499	0	1	1	3000-3499	1	1	2	3000-3499	2	1	3
3500-3999	0	0	0	3500-3999	2	1	3	3500-3999	4	1	5
4000-4499	1	1	2	4000-4499	1	1	2	4000-4499	2	0	2
4500+	0	0	0	4500+	3	0	3	4500+	2	1	3
TOTALS	19	13	(32)		19	13	(32)		16	6	(22)